

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

50X1-HUM

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C-O-N-F-I-D-E-N-T-I-A-L

COUNTRY USSR (lithuania)

REPORT

SUBJECT Road Data/Bridges

DATE DISTR. 30 Sep 64

NO. PAGES 2

REFERENCES

Supplements

DATE OF INFO.

PLACE & DATE ACQ.

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THIS IS UNEVALUATED INFORMATION

1. [redacted] a hard asphalt surfaced, all weather road (924) ran from Pasvalys southward to Panevezys and from Pasvalys north-east to Birzai. The same type of a road ran from Birzai southward to Vabalninkas. Both roads were considered to be highways, over three lanes in width and fairly well maintained. The curves of the roads and the terrain on which they ran were fairly shallow. It was possible to attain high speeds on the roads. Vehicles of various tonnage traveled on them including oxen driven carts and/or wagons, motorcycles and bicycles. Improvements of these roads were gradually increasing [redacted] and eventually they will be concrete surfaced because of heavy traffic in the northern part of Lithuania.
2. In and around Pasvalys, Joneskelis, Griauzai and Leliskia there were a number of dirt roads (935-A) which were considered to be loose surfaced, principal dirt roads. They were over one lane in width. These roads were mostly maintained by the villagers. On occasion they were also maintained by assigned workers but generally the villagers did not wait for them to have the roads repaired. Old-fashion equipment was used in maintaining and resurfacing these roads, such as rakes, shovels and oxen driven carts which were driven over to tamp down filled holes or ruts. The fill material consisted of large size rocks and gravel. Because of this type of maintenance it was possible to travel on these roads during heavy rains and/or snow.

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NO DISSEM ABROAD

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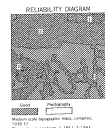
-2-

3. In and around these same villages and towns there were other dirt roads (935-B) but they were considered to be a secondary type. They were used for short cuts and inter-village communications. Occasionally these roads were maintained but not as well as the principal dirt roads. These secondary roads were over one lane in width and were only able to absorb heavy vehicular traffic during the dry season. When the roads became deeply rutted or had deep holes, villagers would generally get off the roads and drive along side of them on the fields.
4. A fairly long concrete highway bridge which crossed over the Levuo River was situated in the southern part of Pasvalys Not shown on this map. It was a solid bridge, over three lanes width and was able to absorb heavy vehicular traffic.

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SERIES INSD
SHEET NO 25-10
EDITION 3-AUG

[illegible][illegible]

CONTOUR INTERVAL 20 METERS
WITH SUPPLEMENTARY CONTOURS AT 10 METER INTERVALS
TRANSVERSE MERCATOR PROJECTION

BLANK NUMBERED LINES INDICATE THE 10 000 METER UNIVERSAL TRANSVERSE MERCATOR GRID, ZONE 35 INTERNATIONAL SPHEROID 1984

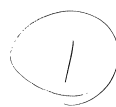
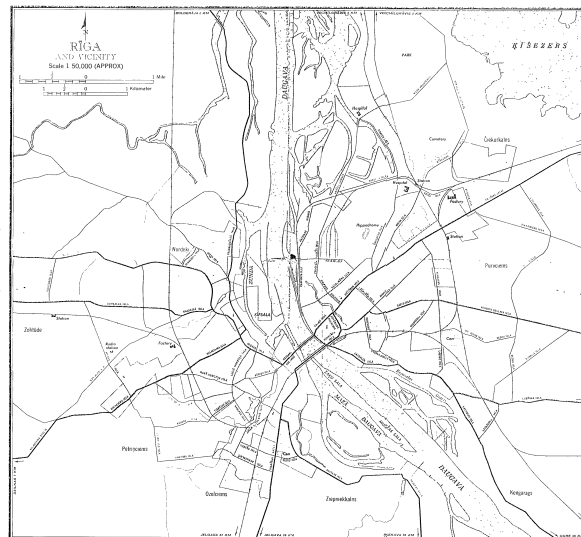
THE GRATING GRID LINES FOR THE UNIVERSAL TRANSVERSE MEASURER GRW 10000, AND THE GRASSIAN RPT 5 8000 TUCKS ARE COINCIDENTAL.

[illegible]

RĪGA, LATVIA; LITHUANIA

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